



Cadillac LaSalle Club

Potomac Region

Caddie Chronicle

April 2006



DIRECTOR'S MESSAGE BY VINCE TALIANO

2006 OFFICERS:

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NEWSLETTER EDITOR
WEBSITE MANAGER
VINCE TALIANO

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SECRETARY
VALLEY FORGE REGION LIAISON
SANDY KEMPER

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CENTRAL PA REGION LIAISONS
DIANE & HENRY RUBY

NAME TAGS
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HARRY SCOTT

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NEWSLETTER COLUMNIST
RICHARD SISSON

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NEWSLETTER COLUMNIST
STEVEN SISSON

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NEWSLETTER COLUMNIST
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NEWSLETTER COLUMNIST
CHRIS CUMMINGS

CAR SHOW DISPLAYING/PARKING
DERRICK FISHER

CAR SHOW DISPLAYING/PARKING
NEWSLETTER COLUMNIST
JIM GOVONI

CAR SHOW SPONSOR AND HOST
DANIEL JOBE & CAPITOL CADILLAC

HONORARY MEMBER
NEWSLETTER COLUMNIST
VERN PARKER

HONORARY MEMBER
NEWSLETTER COLUMNIST
BOB RUCKMAN

CAR SHOW MASTER OF CEREMONY
NATIONAL CLC ADVISOR
NEWSLETTER COLUMNIST
RICHARD SILLS

ACTIVE PAST DIRECTORS:

1969 – 1976 STEVEN SISSON
1977 – 1982 CHARLIE LIGHTBOWN
1985 – 1992 BILL THOMAS
2002 – 2004 BILL SESSLER

At this point, all Potomac Region members should have received flyers for the four upcoming CLC Potomac Region events:

- ***Sunday April 30th - 15th Annual Capitol Cadillac / CLC Potomac Region Spring Car Show***
- ***Sunday May 7th - CLC Potomac Region Spring Driving Tour***
- ***Sunday May 21st - 54th Running of the Potomac Hunt Races featuring a Cadillac / LaSalle Car Show***
- ***Sunday June 11th - 32nd Annual VCCA Free State Region All-GM Show***

If you did not receive them, please let us know and we will send them to you.

For the first time ever, there will be a separate Cadillac / LaSalle class at the Sully Plantation Father's Day Antique and Classic Car Show, to be held on Sunday June 18th in Chantilly, VA. Class 36 will be for pre-registered Cadillacs / LaSalles, thru 1972. The two pre-requisites for us to keep this special class are (1) we need a minimum of 12 Cadillacs / LaSalles pre-registered for the show and (2) we need to provide two judges for the class.

A special registration flyer will be sent to our members with a pre-registration cut-off of June 14th. **If you plan on attending, it is imperative that you pre-register.** Since this event is the same weekend of the Grand National, not all of our regular attendees will be available to participate. Every Cadillac and LaSalle will need to be pre-registered for us to reach our target of 12. Regarding the judges, Henry Ruby and Derrick Fisher have agreed to represent the Region in this capacity.

Due to the length of this issue, Jim Govoni's story (***Bette: Part II - The search begins***) will be published next month.

Congratulations to Margo & Steven Sisson on the birth of their grandson, Charles Everett Steinhauer. Born on March 24th, Charlie and family are doing well.

Last but not least, please vote! Ballots are due April 17, 2006.

Vince Taliano

Visit us on the web!
www.clcpotomacregion.org



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LETTER TO THE EDITOR



February 28, 2006

Dear Vince,

Thank you for your newsletter, recently received via e-mail today, and thoroughly enjoyed. Great stories and photographs, as always! Also received today, via e-mail, is another club's, two pages of which I enclose. The **Marmon** column was brief, and a light-hearted look back at the Prohibition Era, which other readers have enjoyed. Incidentally, the Marmon collectors of today consider owners of Cadillacs and Mercedes-Benzes "Marmon Wannabes." I bet you love that!

I also got some nice e-mail responses to my LCVP (Landing Craft Vehicle Personnel) column and photo, going back over a half-century to my Navy stint. I know that it isn't about Cadillacs or LaSalles, but I feel that it is educational, on the subject of landing craft turned out by Erstwhile Auto Manufacturers.

The LCVP was then, as it had been during WWII, piloted by U.S. Navy coxswains, who took Marines and Army personnel from the transport ships to the shore. It could also hold a jeep, and when the ramp went down, the jeep and/or soldiers ran (or waded) out onto the beach. There were other landing craft as well, including the larger LCI (Landing Craft Infantry), the much larger LST (Landing Ship Tank), and the DUKW, commonly called the Duck, which was an amphibious vehicle equipped with tires, such that it could float, and then drive right up onto the beach.

It is a great tribute to the automotive industry that they so quickly converted to war production and helped immeasurably to win the war. And, by the way, I had four uncles who fought in WWII, Ed Ogle, Vance Sheppard, Gene Eldridge and Russell Hodnett. That column is dedicated to them.

I am very sorry to not be able to attend any of your shows this year (I can hardly walk out to the nearest mailbox and back!) so I shall enclose two SASEs, for any show plaques that you might attend, for my collection. Thank you!

"Take care and have fun!"

Bob "Iron Man" Ruckman
'53 United States Naval Academy
Arlington, VA



Young Bob in an LCVP, holding up a flying fish which flew into the craft and thus met its demise.



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2006 CALENDAR OF EVENTS

DATE	TIME	EVENT	LOCATION	CONTACT INFORMATION
Apr 8		Central PA Region's Tour of the AACA Museum	Hershey PA	Info: Richard Sills at 301-467-1212 or richard.sills@hklaw.com
Apr 17	7:30 pm – 9:30 pm	Potomac Region Monthly Meeting	Silver Diner Merrifield VA	Info: Vince Taliano at 301-258-8321 or eddieamendo@comcast.net
Apr 19-23	Gates open daily at 7:00 am	Spring Carlisle	Carlisle PA	Info: 717-243-7855 or www.carsatcarlisle.com/
Apr 20-23		CCCA Grand Classic	Wyndham Garden Hotel Mt Olive NJ	Info: Grace Gluck at 908-876-3565 or www.metroccca.org/
Apr 30	9:00 am - 3:00 pm	15th Annual Capitol Cadillac/Potomac Region Spring Car Show & Automobilia Auction	Capitol Cadillac Greenbelt MD	Car Show: Diane & Henry Ruby at 301-894-8026, Automobilia Auction: George Boxley at 301-261-5634
May 6	10:00 am – 3:30 pm	Valley Forge Region Faulkner Cadillac Show	Faulkner Cadillac Trevoise PA	Info: Andy Jacoby at chieftia67@aol.com
May 7	Start time: 9:00 AM	Potomac Region Spring Driving Tour	Rips Restaurant Bowie MD	Info: Steven Sisson at 301-299-9665 or sissonse01@cs.com
May 11-13		AACA National Eastern Spring Meet	Cavalier Hotel Virginia Beach VA	Info: Bob Parrish at 757-547-5034 or http://local.aaca.org/tidewater/
May 13	8:00 am – 4:00 pm	47th Annual AACA Apple Blossom Meet	Jim Barnett Park Winchester VA	Info: Jim Stup at 540-465-5066 or www.huskyclub.com/abmeet.htm
May 13	9:00 am – 3:00 pm	2nd Annual Falls Church High School Auto Show (proceeds help fund the school's Auto Tech program)	Falls Church High School Falls Church VA	Info: 703-207-4056 or http://www.fallschurchautoshow.com
May 15	7:30 pm – 9:30 pm	Potomac Region Monthly Meeting	White Flint Mall Rockville MD	Vince Taliano at 301-258-8321 eddieamendo@comcast.net
May 20	10:00 am – 3:30 pm	Valley Forge Region Eckenhoff Cadillac Show	Eckenhoff Cadillac Jenkintown PA	Info: http://www.vfrclc.org/upcoming_events.htm
May 20	10:00 am – 3:00 pm	2nd Annual Delaware Valley Olds Club Buick, Olds, Pontiac, and Cadillac show	Kahunaville Wilmington DE	Info: Tom Aukzemas at dvocinfo@yahoo.com or 302-793-3050
May 21	Races open: 11:00 am Race time: 12:30 pm – 5:00 pm	54th Annual Potomac Hunt Races featuring a Cadillac LaSalle Club Car Show	Kiplinger Estate Seneca MD	Info: www.potomachuntraces.com/ RSVP by May 19, 2005 to Jody Neal at 240-464-2054 or jneal@selbre.com
Jun 3	10:00 am – 3:30 pm	Central PA Region's 17th Annual Spring-Summer Show	Brenner Cadillac Harrisburg PA	Info: Richard Sills at 301-467-1212 or richard.sills@hklaw.com
Jun 11	9:00 am – 3:00 pm	32nd Annual VCCA All-GM Show (1915-1980)	Catonsville Community College Catonsville MD	Info: Bill Scott at wilomae@comcast.net
Jun 14-17		CLC Grand National	Doubletree Hotel Anaheim CA	Info: www.caditalk.com/



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DATE	TIME	EVENT	LOCATION	CONTACT INFORMATION
Jun 18	10:00 am – 3:30 pm	33rd Annual Sully Plantation Father's Day Antique and Classic Car Show	Sully Plantation Chantilly VA	Info: Bill Benedict at 703-430-2441
Jun 23-25	Gates open daily at 7:00 am	All-GM Nationals	Carlisle PA	Info: 717-243-7855 or www.carsatcarlisle.com/
Aug 12	10:00 am - 3:00 pm	32nd Annual Metro Chapter Buick Club All-GM Show	Montgomery College Rockville MD	Info: Cory Correl at 240-686-0229 or corydraw@starpower.net
Aug 20	8:00 am - 3:00 pm	21st Annual Francis Scott Key Antique Car Show	Rose Hill Manor Frederick MD	Info: Joe Bart at 301-898-1041
Aug 27	TBD	CLC Potomac Region Summer Picnic	J. Roger Bentley's Brinklow, MD	Info: Steven Sisson at 301-299-9665 or sissonse01@cs.com
Sep 13-16		CLC National Driving Tour	Circular Tour of Indiana	Info: Jeff Shively at 765-653-3180 or Cad19651941@yahoo.com
Sep 24	10:00 am – 3:30 pm	Valley Forge Region's Annual Fall Meet at Peddler's Village	Peddler's Village Lahaska PA	Info: http://www.vfrclc.org/upcoming_events.htm
Sep 27-30	Gates open daily at 7:00 am	Fall Carlisle	Carlisle PA	Info: 717-243-7855 or www.carsatcarlisle.com/
Oct 4-7	Gates open daily at 7:00 am	AACA National Eastern Fall Meet	Giant Center and Show Grounds Hershey PA	Info: http://local.aaca.org/hershey/
Oct 14	8:00 am - 4:00 pm	Antique and Classic Car Show	Rockville Civic Center Rockville MD	Info: 240-314-5022
Nov 4	10:00 am – 3:30 pm	Central PA Region's 1st Annual Fall Show	Brenner Cadillac Harrisburg PA	Info: Richard Sills at 301-467-1212 or richard.sills@hklaw.com

WHAT THE HECK IS A FENDER SKIRT?

SOURCE: <http://www.suddenlysenior.com/fenderskirts.html>



I came across this phrase in a book yesterday **"fender skirts."** A term I haven't heard in a long time and thinking about **"fender skirts"** started me thinking about other words that quietly disappear from our language with hardly a notice. Like **"curb feelers"** and **"steering knobs."** Since I'd been thinking of cars, my mind naturally went that direction first. Any kids will probably have to find some elderly person over 50 to explain some of these terms to them.

Remember **"continental kits?"** They were rear bumper extenders and spare tire covers that were supposed to make any car as cool as a Lincoln Continental. When did we quit calling them **"emergency brakes?"** At some point **"parking brake"** became the proper term. But I miss the hint of drama that went with **"emergency brake."** I'm sad, too, that almost all the old folks are gone who would call the accelerator the **"foot feed."**



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MARCH 13, 2006 MEETING MINUTES BY SANDY KEMPER

MINUTES: Regular Region Meeting
PLACE: Capitol Cadillac, Greenbelt, Maryland
TIME: 7:30 PM

PRESIDING: Director Vince Taliano

ATTENDANCE: George & Rita Bial Boxley, Chris Cummings, Randy Denchfield, Gary Elder, Alex Figueroa, Derrick Fisher, Franklin Gage, Jim George, Jim Govoni, Daniel Jobe, Sandy Kemper, Henry & Diane Ruby, Harry Scott, Richard Sills, Richard Sisson, Steven Sisson, Shelley Chadick, and Ken Visser (KCV Automotive Photography)

DIRECTOR'S REMARKS: Vince introduced Ken Visser and together they presented Daniel Jobe with a framed collage of photos from the Fall 2005 Show. Also presented to Daniel was a framed version of the article on the Fall 2005 Show that appeared in the March 2006 issue of **Hemmings Classic Car**. Vince mentioned the CLC Board of Directors Election and encouraged all members to vote. He also announced that he had been contacted by a TV production company from London, England who are looking for a 1970's era Cadillac for use in a television production in the Washington, DC area on March 17th.

SECRETARY'S REPORT: The Minutes from the February meeting were not read since they had been published and distributed to all members in the March 2006 newsletter.

TREASURER'S REPORT: The Treasurer's Report covered the time period from the February, 2006 meeting to date. Harry Scott reported that the Region's income was \$61.03, nearly all of it from membership dues. The total expenses for the same time period were \$790.97, including \$690.18 for the purchase of the car flags and \$100.79 for newsletter expenses. The checking account balance as of the meeting was \$3,777.28 and the Certificate of Deposit principal was \$5,000.00.

MEMBERSHIP REPORT: Richard Sisson reported that the membership is at 176. He continues to be hopeful that we will reach 200 members this year.

ACTIVITIES REPORT: Vince reminded everyone about the upcoming events planned for this Spring. Flyers for each event were distributed earlier today, including:

- **Spring Driving Tour, Bowie, MD (starting point), May 7, 2006:** Please arrive at Rips Restaurant promptly at 9:00 AM to ensure that we are seated together.
- **54th running of the Potomac Hunt Races, Seneca, MD, May 21, 2006:** The event's website has a short video clip from last year (www.potomachuntraces.org)
- **32nd Annual All-GM Show, Catonsville, MD, June 11, 2006:** Franklin Gage provided additional information about the show and encouraged everyone to attend. It is held by the Free State Region of the Vintage Chevrolet Club of America. But this year the CLC-Potomac Region will be a co-sponsor.



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Steven Sisson reported on the following activities:

- **33rd Annual Sully Plantation Show, Chantilly, VA, June 18, 2006:** Steven said that the meet organizers have been contacted regarding our request for a special Cadillac / LaSalle class at the show. The pre-requisite for each class is that a minimum of twelve (12) cars have to be pre-registered in order to park together. Also, extra judges and awards would be needed for this special class. They have requested that we poll our members to get a sense if this feasible or not, and at the same time, they will discuss at their next committee meeting to determine if they can accommodate our request.
- **CLC Grand National, Anaheim, CA, June 14-17, 2006:** Steven reported that many of the scheduled events are sold out. Steven polled the meeting and it appears that at least eight Region members will be attending.
- **32nd Annual All-GM Show, Rockville, MD, August 12, 2006:** Steven encouraged participation. Also, he announced that we have talked with Cory Correll, the show's organizer, about the feasibility of making this show a part of the National Driving Tour that we are hosting in 2009.
- **Potomac Region Summer Picnic, J. Roger Bentley's Home, August 27, 2006:** The date is now set. More details to follow soon. It will be a catered event.

Richard Sills described the following events to be held by the Central PA Region:

- **AACA Museum Tour, Hershey, PA, April 8, 2006:** Tour participants will be provided discounted admission to the Museum and will be afforded the opportunity to see some parts of the Museum not generally open to the public. This may be the last opportunity to see Bulgari Exhibit, which leave at the end of April.
- **17th Annual Brenner Cadillac Show, Harrisburg, PA, June 3, 2006:** Peer judging will be used again this year. The show will be held in conjunction with the Oldsmobile & Mopar shows.

OLD BUSINESS:

1. **Spring Car Show & Automobilia Auction, April 30, 2006:** Vince stated that flyers had been distributed earlier today. He displayed two gift cards (\$250 each) that have been donated to the Auction by The Creative Chrome Factory. Ken Visser announced that he will donate a car portrait (approx. 18"x24") and showed everyone a sample. Henry Ruby added that a **1987 Cimarron** will be part of the auction (minimum bid \$275). Vince stressed that anyone with items for the Auction should contact George Boxley. Richard Sills said that the members of the Valley Forge Region, who frequently attend our show, expect to combine the show with a trip to Annapolis. Vince made an appeal for walkie-talkies. Any member willing to loan a set of walkie-talkies for use at the show should bring them to the April Region meeting (with batteries installed) so that we can adjust the frequencies to make them compatible.



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- 2. Potomac Region Logo Items:** Vince Taliano and Harry Scott reported on the status of the purchase of logo items:
- **Grille Badges:** Vince distributed the badges to those Region members present who had ordered them. The members not present will be notified by email. There are some grille badges remaining and available for purchase at \$25 each. See page 16 for order information.
 - **Car Flags:** The order of 100 flags & poles has been received. They will be sold for \$10 apiece. See page 16 for order information.
 - **Banner:** Vince reported that the banner has been ordered and will be ready before the Grand National. On a vote, it was agreed that the name on the banner will be Cadillac LaSalle Club, regardless of the proposed Club name change.
 - **Clothing Items:** Harry reported that he has contacted an embroidery supplier to provide hats and shirts, but cost is still a concern. He will pursue this further.
 - **Decals:** Harry said that a decal supplier has quoted a price of \$1.35 each, based upon a 500 item minimum order. He will continue to investigate these items.
- 3. CLC Potomac Region Planbook (Calendar):** Sandy Kemper distributed the planbooks to those Region members present who had ordered them. The members not present will be notified by email. There is a small quantity of planbooks remaining. They are available for purchase for \$25 each. See page 17 for order information.

NEW BUSINESS:

- Richard Sills reinforced Vince's opening remarks by urging everyone to vote on the Proposed Revision of CLC Constitution and the Board of Directors Election.
- Sandy Kemper announced that he, Vince and Harry Scott were working on a set of guidelines to improve and codify, if necessary, the financial affairs of the Region. The reasons for this undertaking are to protect the assets of the Region and to protect any officer or member from allegations that they used Region funds incorrectly. In anticipation of the Region's sponsorship of the 2009 National Driving Tour, it is important to put these guidelines in place now. Also, it is a good time to do this because the Region is doing well. The proposed financial guidelines will be submitted to the membership during the next month.

NEXT MEETING: April 17, 2006 at the Silver Diner, Merrifield, Virginia.

ADJOURNMENT: Meeting adjourned at 8:55 PM.



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**ATLANTIC CITY 2006
BY RITA BIAL-BOXLEY
PHOTOS BY www.forbes.com & www.ht4100.com**



1930 Cadillac Imperial V-16 Limousine

The Imperial comes equipped with a 452-cubic-inch engine sealed in chrome. The Imperial limo cost approximately \$10,000 when it was first sold. It sold at this year's auction for \$130,000.

We started our yearly trip to the Atlantic City Collectible Car Auction in the rain and fog. The rain finally stopped once we crossed the Delaware Bridge, but the "bitter cold to your bones" type weather was with us all the way until our destination in Atlantic City.

As soon as we unloaded our belongings from the 1984 Cadillac Seville, my husband, GB, took it to be placed on the auction floor. But, of course we had to get her clean and shiny. We cannot have this beauty placed on the floor muddy, now could we?

After the wash and wax detailing, she looked bright and shiny sitting on the auction floor waiting for her turn on Friday to cross the bidder's platform, probably similar to what the beauty contestants must do. We were tired from our trip and getting the Cadillac detailed for her day on the spotlight so we decided not to attend the VIP cocktail party that G. Potter King held for bidders and guests. We opted for room service and planned our strategy on how to display the Seville for maximum exposure. After our hearty meal, we discussed the next day's events and drifted off to sleep.

Friday morning came way too fast. After a quick breakfast in the Café, we headed off to the Convention Center for one last look at our 1984 Cadillac Seville. She was looking first-rate. We waited until the auctioneer's staff called out our number 1457 for the next line up. Security is very tight. Pre approved bidders have to obtain their packets of information and bidders passes are issued. Titles and VIN numbers of the cars are checked and re-checked. Only then, is the car allowed in the building and onto the auction floor for preview. I was nervous as a cat on a hot tin roof.

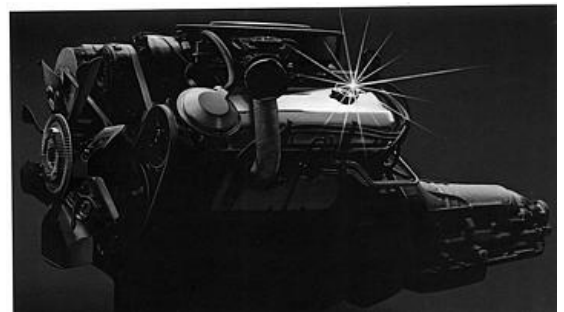


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By 11 AM, the showroom was packed with car people. There were the day-trippers from nearby New York, New Jersey and Pennsylvania. There were people who had driven or taken a flight from all over the USA. To say that the place was crowded and hectic is an understatement. When I finally caught up with GB, he had driven the car into the "BULLPEN" lineup. This is the staging area just before the car climbs the ramp and goes up over the auction platform. This is also the place where the potential bidders or buyers scrutinize and inspect the car and ask questions from the owners. GB had opened all the doors, hood, and trunk and was busy passing out fliers and answering questions concerning the car.

This car is in mint condition but I could sense the disappointment of the potential buyers when the hood was raised and the **HT4100** engine decals appeared. As we drove the car onto the platform, the auctioneer had his fact sheet to start the bidding process. As I sat in the car looking at the audience, all I could hope for was a bid as near the reserve as possible. We dropped the reserve because we did not want to miss the chance of this car not being sold to a ready, willing and able buyer. Fortunately, we got fairly close to our asking price.



Cadillac HT4100 Engine

Knowing my husband the way I do, I figured his eyes were already set on a particular car to come across the auction block. As usual, I was right. Friday's auction was over and I recorded some notable sales and no sales. One was a 1958 Cadillac Coupe with very low mileage. The bid went to \$83,000, but the owner refused to sell. Another, a 1959 Eldorado Biarritz, was bid to \$95,000. Again the owner refused to lower the reserve. Cadillacs usually sell in Atlantic City, if the reserves are realistic.

A Packard Clipper, which only bought \$7,200, left an extremely disappointed expression on the older gentleman's face as he drove down the auction platform. I also observed the disappointment of the owner of a 1941 Cadillac Fastback that bid less than \$25,000.

Muscle Cars Reign Supreme

The throaty roar of the muscle cars as they growled their way up to the platform bought very high prices and in some instances astronomical prices. As these big money buggies roared up, you could sense the quickened pace of the auctioneer's chant as it rose to a louder crescendo and he would yell the familiar phrase, **SOLD...SOLD...SOLD!**

This event is advertised as the **"WINTER'S MOST PRESTIGIOUS EVENT"** and it appears to kick off the old car hobby in the Mid-Atlantic Region. No Barrett Jackson theatrics here in Atlantic City, just the basic meat and potatoes of the hobby. What a selection you have to choose from: vintage Corvettes, collectible T-Birds, and a few true Classics for good measure.



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The car corral was sold out early. This is a premium area for buyers and sellers who want just a little bit more. Here the sellers of above average cars usually market to private owners who want the best and don't mind the initial costs. Richard Sills, Past President of the CLC, and his friend Jeff Gast had some very nice examples of different marquees. We were especially impressed and drawn to the pristine Fleetwood Brougham that was displayed in their spaces.

After an exciting and tiring day, we returned respectively to our suites. Soon it was time to meet our friends Harry and Julia Scott in the lobby for dinner. The doorman hailed us a cab and we were off to the first of our traditional yearly haunts, the Mark Anthony Restaurant located in the Taj Mahal Hotel and Casino. It was a great dinner with good friends. Afterwards, we boldly journeyed into the Casino to try our luck. Lady Luck always smiles on Harry Scott. After calculating his winnings, we are quite certain the Scotts retired with a smile on their faces. Well, it is supposed to be fun!

Saturday welcomed us with a beautiful blue sky. The temperature was brisk outside. The cars were being auctioned quickly with many sellers and buyers actively participating in this annual ritual. Some of the notable sales that took place this Saturday were a Rolls Royce for \$250,000, a 1967 Mustang Shelby GT-500 4-speed sold for a whopping \$212,000, a 1956 Mercury Montclair sold for \$48,500, a 1955 Cadillac Coupe DeVille sold for \$26,000 (nice car), a 1966 Pontiac GTO tri-power sold for \$40,000, a 1959 Studebaker 4x4 Pick up sold for \$48,500, and a 1955 Chevrolet Pick-up sold for \$47,500. A few of the no sales included a 1941 Buick Convertible (gorgeous car), which reached \$46,000, a 1970 Dodge Challenger 440 6-pack Convertible bid up to \$91,000, and a Cord that reached a high bid of \$155,000. Saturday proved to be another successful day for G. Potter King and Associates!

Saturday evening we met the Scotts to frequent our other favorite restaurant, the Portofino located in Trump's Marina Hotel and Casino. As far as I am concerned, this is truly the best of the best in Atlantic City. As always, we renewed our friendship with the maitre d. This year our favorite troubadour was back from Florida. His name is Frankie Senesse and he is extremely talented in the genre of Dean Martin, Frank Sinatra and other entertainers of that era. This musician is a very sincere and an easy going person, especially when he focuses his attention on the ladies and croons to them personally. It is a remembrance of an era gone by. ***It is truly a delightful way to end a weekend at Atlantic City!***

Sunday morning at the Sheraton Hotel is check out time. This year, the adventure was the ride back to Maryland with GB in his latest acquisition straight off the showroom floor, a red 1973 Eldorado Convertible. ***It is a great car, but there was no heat. Burrrrrrr!*** We nearly froze, until he pulled over and got the blankets from the trunk. We have learned over the years to be prepared and to check everything at least twice. Now onto Hershey 2006 in the Fall and new adventures that the old car hobby might bring. See you there.

Happy Motoring!

Rita



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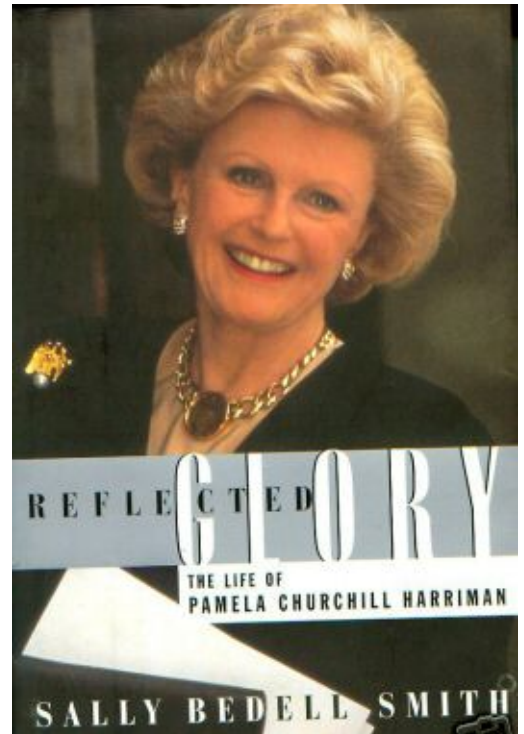
CADILLAC RETURNS TO THE SCENE OF THE CRIME STORY AND PHOTOS BY VINCE TALIANO

Once again, my '65 Sedan Deville is making news. As you recall, the car was stolen from my Washington, DC Capitol Hill condo on October 18, 2000 and located later that afternoon by fellow CLC Potomac Region member Alex Figueroa on his way home from work. The story was so bizarre that it was featured in *The Washington Times* and the *Self-Starter* magazine.

This time, it is being featured in a British documentary on the life of Pamela Churchill Harriman titled "**Churchill's Girl.**" Pamela, who was once married to Winston Churchill's son, was a British-born socialite and diplomat. Later in life, she became an American citizen and was a major player in the Democratic Party, creating a fund-raising system that ultimately helped Bill Clinton become President. Afterwards, she was appointed US Ambassador to France and held the office until her death in 1997.

This latest adventure all started when Darapon from *Flame TV* (<http://www.theflamegroup.co.uk/>) in London, England placed a message on the CLC Message Forum stating that a TV production company in London needed someone with a 1970/1980 chauffeur-driven Cadillac (tinted windows would be *fab!*) to be filmed while driving around Washington, DC on the afternoon of Friday March 17th. Although I read the CLC Message Forum periodically, I did not see this posting, but Richard Sills did and he emailed me the information. On Thursday March 9th, I emailed Darapon introducing myself and the CLC Potomac Region and asked her for some specific details that I could convey to the membership. ***For example: 1) Will the owner be paid? & 2) Will cameras need to be mounted on the car? She promptly replied that: 1) Fee is negotiable depending on the quality/suitability of the car for the production. & 2) A very small DV camera will need to be mounted on the car.***

I immediately thought of George Boxley's 1989 Cadillac Limo, which has the desired tinted windows. I called George and he asked for more information. I emailed Darapon and informed her to email George directly with more details. Soon after, George contacted me stating that he couldn't do it because he and Rita were scheduled to go to their home in Virginia's Northern Neck that weekend. I emailed Darapon and informed her of the news and asked if by chance my 1965 Sedan Deville would be suitable (attached to the email was the picture of the Sedan Deville that appeared in the *Self-Starter* article). She replied that a Cadillac from the '70's or '80's was of interest because it was symbolical of the time Pamela became a US Citizen and began her rise to prominence as a player in the Democratic Party and Georgetown socialite.



**Pamela Churchill Harriman
1920-1997**



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SEARCH BEGINS IN EARNEST

On Monday March 13th, I emailed everyone on our email distribution list that lives in the Mid-Atlantic area (approximately 250 Cadillac enthusiasts) and informed them of the request and the specific details that I received. I also emailed Darapon and notified her that the search had begun in earnest. I knew that a closed '70's or '80's Cadillac greatly reduced the number of cars eligible due to the fact that the majority of our members' cars are older than that, but I was hopeful that an owner who did have a car meeting the criteria would be willing to do it.

On Wednesday March 15th, my suspicions were confirmed. Darapon emailed me apologizing for being out of touch and informed me that looking for a '70's or '80's Cadillac in the Washington, DC area had proven more work than anticipated. Nonetheless, they had found a Cadillac. But she said that of all the interest they had received from private replies, one of which was from a CLC member, they keep coming back to the picture that I sent of my Cadillac. Those of you, who have seen my car, know that is a very solid dependable driver that has been driven to shows in the Central Pennsylvania and Valley Forge Regions, but is by no means a "show car." It is, however, a black four-door '65 Cadillac that is similar to the cars that were chauffeur-driven in *"Driving Miss Daisy"* and *HBO's "Path to War."* She revealed that you can never tell what can happen on a shoot and asked if I would be available as a standby alternate for filming. I agreed and waited to hear back from her.

On Thursday March 16th, I received a voicemail from Darapon saying that Martin from **Flame TV** would be calling me with more details. As promised, Martin called me and asked if I were still available as a standby. I said yes and asked whose Cadillac was selected. I was interested in having the member write a story for the newsletter. Martin informed me that at this time another car was located by a professional **"fixer"** (someone who locates cars for TV and films) and it is **NOT A CADILLAC!** My first thought was that it was a Mercedes-Benz, which is easy to envision for someone of prominence in that era. According to Martin, it was another American make, but more importantly there was now some doubt if the shoot would actually happen! Perhaps it was the weather forecast of a wintry mix or scheduling conflicts. He didn't say and I didn't ask. He did say; however, that a decision would be made in a couple of hours and he would call me. At approximately 4:30 PM EST, Martin called me and informed me that the shoot would occur and that they now wanted **MY CAR** to be the featured car in the shoot. It was amazing how everything had changed! The fee, insurance coverage, logistics, etc were finalized and I was told to be at **626 A Street, NE** at 3:00 PM.



**My 1965 Sedan Deville parked at
626 A Street, NE
Washington, DC**



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When Martin told me the address where I needed to meet the production team, I immediately knew where it was. **626 A Street, NE is approximately two blocks from where my condo was and where my car was stolen.** I started telling Martin the story and suggested that we make a documentary on a documentary. He laughed and said the car had come full circle. To add to the coincidence, I would be working with a British film crew on St Patrick's Day!

Dressed in a suit and tie, I arrived at the 626 A Street, NE location thirty minutes early. Instead of calling Kathrine from **Flame TV** on her mobile phone, I parked and walked over to see my old condo building. The parking lot, which was adjacent to the building and where my car was stolen, is no longer there. Instead some of the prettiest and most expensive retro-style row homes now occupy that space. The sun was shining and the trees were starting to bloom. There are few places as nice as Washington, DC in the springtime.

Kathrine called and asked my ETA. I told her I had already arrived and was checking out my old neighborhood. It turns out that the reason we were meeting at 626 A Street, NE was an associate of Pamela Churchill Harriman's lives there and was being interviewed. I walked back to my car and met Kathrine, Associate Producer, and Robert, Director. **As I was there specifically for their shoot and not to film a documentary on my car, I tried not to overwhelm them with my story.** They probably didn't expect to be using a car with such a colorful past, especially one involved in a crime no more than two blocks from this location. I also informed them that I was writing a story about the shoot, which probably isn't normally done by the owner of a car used in a TV production.



A special license plate was used for the shoot

After the interview was concluded, work began on preparing my car for the shoot. First, a specially manufactured license plate was placed on top of my front plate. This plate, which wasn't quite as large as mine, revealed some of my Maryland license plate. An easy solution was to turn my license plate around and attach the special plate to the back of mine.

Robert informed me of the plan to mount a camera to the front of my car in different angles to capture the headlights, grille, "**bonnet**" (hood), trees and homes. The camera would be attached to a monitor in the back seat, where Robert and Paul, Cameraman, would be viewing the film as we drove.



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Then, they would film me driving Kathrine (playing Pamela) seated in the back from a van in front, as well from behind and to the side. Lastly, we would film with the camera mounted to the quarter panel facing forward and through the “**wind screen**” (windshield) from the back seat (Pamela’s perspective).

It was now approximately 4:30 PM and the camera was in place for the first series of shots. Although it was Friday, St Patrick’s Day and rush hour, traffic in Capitol Hill was really not that bad, especially on the non-commuter routes. Since I knew the area, it made it easier for us to film there. After enough footage was captured, we returned to our base on A Street, NE, where Kathrine and Gary, local guy helping with the shoot, were holding our spot. The camera was adjusted and we drove practically the same routes capturing different angles of the car, trees and homes.

After finishing with the frontal shots, it was time to film from the van. Kathrine drove in the back as we simulated the chauffeur-driven scenes. By this time, it was dark so a hand held light was used next to the camera. The van’s rear door was open, allowing Paul to film without any obstructions.

As we approached the intersection of Pennsylvania Ave and Constitution Ave, a US Secret Service Uniformed Officer noticed us and pulled along side of me. I rolled down the window and he asked what we were doing. We informed him that we were filming a documentary and had a permit. That wasn’t good enough for him, so he backed up behind me, parked and initiated a traffic stop. Kathrine noted that the police officers in the states are not as friendly as those in England. Where in England it is common for drivers to get out of their cars at a traffic stop, it is not advisable to do so in the states, especially in Washington, DC! After glancing at the permit, he let us go on our way. We drove around the Mall area, through Chinatown, down the 3rd Street Tunnel, and past the Washington Monument until we finally wrapped and arrived at their hotel, across from the Hilton where Ronald Reagan was shot. They unloaded the equipment, thanked me and said goodbye. The documentary is scheduled to air on **Flame TV** later this spring.

Now, my car will forever be linked with the best and worst that Washington, DC has to offer!



Monitor used by the Director and Cameraman to view the filming while we were driving (note the grille on the monitor)



Camera mounted to the front of the car



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MERCHANDISE FOR SALE



All items will be available at the next Region Meeting and the Spring Car Show while supplies last, otherwise, shipping & handling is \$3.00 per item.

**CLC Potomac Region
Cloisonné Grille Badge**

Chrome plated with mounting hardware

**Send \$28.00 (includes
\$3.00 for shipping
& handling) to:**

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**CLC Potomac Region
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Great for driving tours & car shows

**Extra sturdy pole that mounts to
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Nokesville VA 20181**



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**Get your 2006
Caddy Planner
while they last!**

CLC Potomac Region 2006 Caddy Planner

Includes pictures of our members' cars along with national CLC events, local car shows, and regional cruise information

Also includes a collage from the 2005 Fall Car Show ("Celebrating V-12 and V-16 Cadillacs")

Send \$28.00 (includes \$3.00 for shipping & handling) to:

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Cars For Sale

1964 Series 62 Coupe – Gorgeous, straight, 30K mile, numbers matching original – Stunning car, inside and out – Runs and drives perfect – Constant show winner – No disappointments – **Asking \$11,500** – <http://www.clcpotomacregion.org/64cadillacforsale.htm> for pictures – For more info, contact Andrew Zizolfo at 631-205-0118, northeastvp@cadillaclasalleclub.org or azizolfo@optonline.net

1976 Eldorado Convertible – Dark green metallic, white leather with a white top – 96K well-kept miles – Fuel injection – Fully loaded – **Asking \$9,500 or best offer** – All reasonable offers will be considered – <http://www.clcpotomacregion.org/76cadillacforsale.htm> for pictures – For more info, contact Alex Figueroa at 703-313-9899 or alex@bind.com

1979 Eldorado Biarritz – Low mileage, needs nothing – Has all the amenities and all the amenities work, including the air conditioning and twilight sentinel – MINT ORIGINAL condition with LOW DOCUMENTED MILEAGE – Triple yellow with the factory STAINLESS TOP – Has the optional ALLOY WHEELS – <http://www.clcpotomacregion.org/79cadillacforsale.htm> for pictures – **Asking \$8,900** – For more info, contact George Boxley at 301-261-5634 or georgeboxley@verizon.net

1985 Seville Bustleback - 130,000 miles – Silver outside, Red inside – Excellent Condition with near perfect interior – All Original, Garage Kept, Driven Daily until 2004 – We're losing our garage space – **Asking only \$2,000** – For more info, contact Tony at 202-669-2138

1987 Fleetwood d'Elegance – 5.0 engine that runs well – White with a white padded top (excellent condition) – Interior is full red leather without any rips or tears and the front and rear door panels are perfect – Body is rust-free, flawless and in excellent condition – Tires are serviceable with wire wheel hub caps – All power (PS, PB, PW, doors, trunk, etc. all work) – Tilt wheel – A/C converted to R-134 – AM/FM radio – Chrome is bright and straight except rear bumper needs plating – **Asking \$2,800** – For more info, contact Henry Ruby at 301-894-8026, 301-297-4459 or henry.ladydi@verizon.net



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